Georgia Department of Transportation
Fact Sheet

The Governor's Road Improvement Program (GRIP)

Definition

The Governor's Road Improvement Program, commonly referred to as GRIP, is a system of proposed economic developmental highways in Georgia. GRIP was originally adopted in 1989 by the Georgia General Assembly. Georgia law defines the following corridors as the GRIP:

- Appalachian Developmental Highway
- South Georgia Parkway/US 82
- US 319
- Golden Isles Parkway
- Fall Line Freeway
- SR 72
- Savannah River Parkway
- US 19
- US 1/SR 17
- US 27
- US 441
- US 84
- Sunbelt Parkway/SR 133
- Power Alley/US 280
- East-West Highway
- SR 40
- SR 32
- SR 125
- SR 15

GRIP was initiated in 1989 and originally consisted of 12 corridors with 2,845 miles of roadway, including 113 miles of truck access routes. During the 2001 and 2005 Legislative sessions, the General Assembly added new routes, including three truck access routes. The current length of the GRIP system has grown to **3,273 miles**. The total length will continue to vary as alignments, including bypasses and shifts, are determined through the engineering process.

Purpose

Economic development highways traditionally receive strong support in Georgia. The purpose of the GRIP system explains why :

- **Connectivity** in Rural Georgia: GRIP will connect 95% of Georgia cities with a population of 2,500 or more to the Interstate System and ensure that 98% of all areas in the state will be within 20 miles of a four-lane road.
- Provide **opportunities for growth**: Several studies have provided evidence that GRIP fosters economic development.
- Provide **effective and efficient transportation** for the growing statewide population
- **Safer travel** in rural areas: Accidents occur three times more often on 2-lane highways than on multi-lane divided highways.

Current GRIP Corridor Statistics

GRIP CORRIDOR	TOTAL LENGTH (miles)	COMPLETE OR UNDER CONSTRUCTION (miles)	COMPLETE OR UNDER CONSTRUCTION (percentage)	CORRIDOR STATUS	REMAINING COST TO COMPLETE (millions)
Appalachian Developmental Highway	60	58	97%	No Activity on Final 2 Miles	$16.2
South Georgia Parkway/US 82	262	262	100%	Complete	$0.0
US 319	72	72	100%	Complete Engineering Active Construction	$0.0
Golden Isles Parkway	168	168	100%	Complete Engineering Active Construction	$0.0
Fall Line Freeway	215	205	95%	Active Engineering and Construction	$81.5
SR 72	45	20	44%	Active Engineering and Construction	$173.4
Savannah River Parkway	156	156	100%	Active Engineering and Construction	$0.0
US 19	194	194	100%	Active Engineering and Construction	$0.0
US 1/SR 17	331	170	51%	Active Engineering and Construction	$1,099.8
US 27	352	320	91%	Active Engineering and Construction	$408.8
US 441	371	196	53%	Active Engineering and Construction	$964.0
US 84	259	235	91%	Active Engineering and Construction	$132.8
Sunbelt Parkway/SR 133	66	0	0%	Active Engineering	$272.2
Power Alley/US 280	238	4	2%	Active Engineering on 27 miles only	$1,821.4
SR 32	149	13	9%	Active Engineering on 44 miles only	$1,517.9
SR 40	29	13	45%	Active Engineering	$39.5
East-West Highway	169	0	0%	No Activity	$656.7
SR 15	149	0	0%	No Activity	$1,120.6
SR 125	22	4	18%	No Activity	$207.5
Subtotals for Original 1989 GRIP Corridors:	**2485**	**2056**	**83%**		**$2,876.5**
Subtotals for Active & Complete GRIP Corridors:	**2967**	**2073**	**70%**		**$6,130.2**
Grand Totals for all GRIP Corridors:	**3307**	**2090**	**63%**		**$8,512.3**

Meeting the Challenge

GDOT is striving to complete the construction of the GRIP System. A strategy is in place that recognizes the complexity of each of the three phases of project development:

- Engineering (including environmental studies)
- Right of way acquisition
- Construction

These phases are not generally scheduled for completion in the same year, and in most cases a phase takes several years to complete. Another consideration in scheduling each phase is the availability of funds. A multiple-year funding program to accomplish the planning, design, right of way and construction of the GRIP System is based on these considerations and the past funding history for GRIP projects.

Contact:

Office of Program Control– 404-631-1523

Governor's Road Improvement Program (GRIP) CURRENT STATUS SEPTEMBER 2012